



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

THURSDAY, March 22, 2007
7:00 PM

ROOM 330
MARIN COUNTY CIVIC CENTER
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Steve Kinsey, Chair, Marin County Board of Supervisors
Al Boro, Vice Chair, City of San Rafael
Susan Adams, Marin County Board of Supervisors
Judy Arnold, Marin County Board of Supervisors
Hal Brown, Marin County Board of Supervisors
Charles McGlashan, Marin County Board of Supervisors
Paul Albritton, Alternate, Sausalito City Council
Peter Breen, Town of San Anselmo
Alice Fredericks, Tiburon Town Council
Melissa Gill, Corte Madera Town Council
Carol Dillon-Knutson, Novato City Council
Joan Lundstrom, Larkspur City Council
Mary Ann Maggiore, Town of Fairfax
Michael Skall, Ross Town Council
Dick Swanson, Mill Valley City Council

Members Absent: Thomas Cromwell, Belvedere City Council
Amy Belser, Sausalito City Council

Staff Members Present: Dianne Steinhauser, TAM Executive Director
David Chan, TAM Programming Manager
Tho Do, Marin DPW Associate Civil Engineer
Jessica Woods, TAM Recording Secretary

Chair Kinsey called the Transportation Authority of Marin Meeting to order at 7:09 p.m.

1. **Chair Reports** – No report
2. **Commissioner Matters not on the Agenda** - None
3. **Executive Director's Report**

ED Steinhauser introduced Project Delivery Manager Bill Gamlen to the Board and then provided the Board with the Executive Director's Report for their review that included the following:

- State
 - CTC approved \$20 million from CMIA for the I-580/Hwy-101 connector improvements
 - CTC approved \$82.4 million in funds for the Marin Sonoma Narrows

Chair Kinsey indicated that TAM staff was working to determine the assignment of funds to the right elements of the Narrows; TAM must submit a revised application to the CTC regarding the current

funding levels. He believed it would be useful to establish an ad hoc committee to work with ED Steinhauser in that regard. He then appointed Commissioners Arnold, Dillon-Knutson, Breen and himself to work with staff. The Board concurred with the action.

Commissioner Breen asked staff when construction will start on the Narrows. ED Steinhauser believed the first shovel of dirt would occur in year 2010 or 2011.

Commissioner Arnold mentioned she was pleased to serve on the Ad Hoc Committee and reiterated her strong support for completing Segment A. She noted that the CTC gave that money for traffic congestion and that Highway 37 to Atherton Avenue north and south is very congested. She does not believe that segment would use up all the available funds and feels there still will be funding left to work on safety issues in Segment B. She further stated that, on behalf of Novato, they would like to see Segment A completed.

Commissioner Dillon-Knutson asked staff to explain the public process. ED Steinhauser responded that the environmental document to be released in June would include all technical analyses, particularly assessing any potential impacts as defined by law. The comment period will be extended to 60 days and there will be at least two public meetings. Included in the public meetings will be some indication on how they might phase the project. There will be meetings in Marin and Sonoma Counties and all are invited to comment.

Commissioner McGlashan joined the TAM meeting at 7:25 p.m.

Commissioner Adams understands that the \$82.5 million is a good start, but supported the idea of completing Segment A in regard to that congestion piece since funding is to address the traffic congestion as indicated by Commissioner Arnold. They must take an approach to deal with congestion in a way to have an impact with the money once the project is finished. She added that she hopes the ad hoc committee will reach out to other agencies in order to get a sense in regard to the Narrows.

Vice Chair Boro joined the TAM meeting at 7:29pm and Alternate Commissioner Heller stepped down.

ED Steinhauser continued providing the Executive Director's Report as follows:

- Local
 - Hwy 101/580 Greenbrae Corridor Improvements – Notice of Workshop #2
 - Marin City Community Based Transportation Plan initial stakeholder meeting held
 - Fair Political Practices Commission Reporting, Form 700's due
 - Advisory Committee Terms Expires
 - Application packet for TAC members available on website
 - Application packet for COC members available on website

Chair Kinsey announced that Item 11, the investment policy, would be continued and brought back next month in order for staff to review comments made by Alternate Commissioner Larry Chu.

4. Commissioner Report

a. Executive Committee

Chair Kinsey noted that the Executive Committee met and reviewed the TAM Annual Report. They talked about the Non-Motorized Transportation Pilot Program and the results from the TAM city committee. They discussed the investment policy, going thru the presentation at great length. Also, they discussed the workshop scheduled to occur in May. In general, the Committee was very pleased with

the progress of the annual report. They developed some good ideas for how the workshop should work. The workshop would allow them to discuss the future, where they want to go, and to address what is not being done.

b. Marin-Sonoma Narrows Policy Advisory Groups

Chair Kinsey stated that the Marin-Sonoma Narrows Policy Advisory Group met and had a refresher course on project design regarding where interchanges and frontage roads would be located. There was some discussion about bicycle/pedestrian facilities and the fact that they are coordinated with the SMART program. They also discussed the timeline for the EIR and the public process. As mentioned by ED Steinhauser, there was a request from the public to extend the comment period to 60 days, which they supported. Also, they went through the options for the use of the bond monies. There are some differences between the perspective of Sonoma and Marin and he believed Marin would do better to continue moving forward with Marin's ideas. Discussions continue with Sonoma County.

c. SMART

Vice Chair Boro reported that the SMART Board met yesterday and the Ad Hoc Committee continues to talk to different organizations and individuals about SMART. They authorized their General Manager to start negotiating with consultants to work on the EIS report, which is a federal environmental report for SMART. They should have a contract in place next month. Hopefully, they will have recommendations from the Ad Hoc Committee at the April or May meeting.

5. Resolutions of Appreciation for Paul Cohen and Cynthia Murray for support through the CMIA Bond Funding Process

This item was continued to the April TAM meeting by Chair Kinsey.

6. Consent Calendar

- a. Approval of TAM Minutes of January 25, 2007 and February 22, 2007. Recommendation: Approve.
- b. Accept TAM FY 2005-06 Draft Financial Audit Report. Recommendation: TAM accept the TAM FY 2005-06 Financial Audit Report.

Commissioner Swanson pointed out that the financial audit report does not conform to GASB requirements regarding an assessment of future activities, and he would be happy to provide specific language to staff in that regard. ED Steinhauser responded that the audit reflects the fact that they were gearing up in regard to the Sales Tax and treatment of future activities was moderate. Per Commissioner Swanson's request, they would be glad to add additional language to the Management Summary, as to activities in the future. She is open to adding language if that is the desire of the Commission. Commissioner Swanson did not want to hold this item up tonight, but agreed to work with staff regarding the language.

Chair Kinsey asked for a motion.

Commissioner Frederick moved and Vice Chair Boro seconded, to adopt the Consent Calendar as amended with language being provided by Commissioner Swanson for the Draft Financial Audit Report to be included this year or next year at the discretion of staff. Motion carried unanimously.

7. Caltrans Report

ED Steinhauser announced that, on Wednesday, March 28th at 11:00 a.m., there would be a ribbon cutting ceremony along Highway 1 celebrating the opening of that highway and the completion of over \$20 million of storm damage work. Also, she reported that the tree cutting work at Tiburon Blvd. was successfully completed on time with respect to any environmental impacts. She then announced that work is progressing on Highway 101. The possible Gap Closure tour date that was scheduled for tomorrow is not occurring, and staff is trying to schedule a tour of the site for next Friday, which is March 30th. She then recognized the great work of the San Rafael City Manager and Traffic Engineer to re-direct Caltrans closure of the Bellam Blvd offramp. Finally, staff is advertising the last phase of the Highway 101 Gap Closure project on April 3rd. Staff will report on activity regarding that bid period and bid opening.

8. Report from the Non-Motorized Transportation Pilot Program Sub-Committee

Chair Kinsey explained that the Board of Supervisors (BOS) established an Advisory Committee that would report a recommendation to the Public Works Director. They completed their work at this point in time and their work was reviewed by the Sub-Committee and that recommendation is now being presented to Craig Tackabery, the Assistant Director of Public Works for Marin County. Public Works Director Farhad Mansourian will review the Advisory Committee's recommendations, consider any comments including those of TAM's Ad Hoc Committee, and then make a recommendation to the Board of Supervisors. The BOS will hold a public hearing on the Director's recommendation, which may reflect any revisions of the recommendation from the Advisory Committee. The public hearing will be held on this phase on April 17th and at the conclusion of that hearing, the Board of Supervisors will take final action on the plan.

Commissioner Fredericks provided TAM with the recommendation letter to the County Department of Public Works for their consideration that included the following:

- Urge serious consideration be given to geographic equity in funding allocation to the most densely populated and traveled areas, connectors to schools, transit and adjacent communities.
- Allocation of grant funds devoted to Countywide Planning appears excessive. In particular, they questioned allocation of \$850,000 to study the feasibility of opening the Alto Tunnel.
- They recommended:
 - Expensive studies of the Alto Tunnel be deferred until benefits from the engineering, construction and operational studies of the Cal Park Tunnel project can be realized. One tunnel at a time is a prudent use of the limited pool of all funds.
 - The \$850,000 earmarked for this planning study be shifted from the planning category to the Federal/Local Network Projects category.
 - The Cities Subcommittee appreciates that the current Advisory Committee recommendations reflect a new emphasis on multiuse pathways, other pedestrian oriented paths, lanes and stairs.
 - Reflecting the recognition of the importance of safety in a decision to walk, they recommend the following addition to the NTPP Pilot Program Category: Programs Rank #8, Public Awareness: 'Share the Road Checkpoints'
 - a. Add the following text: *"and Share the Path Program."* The program will promote safety for all users of multiuse paths and other pedestrian ways.
 - b. Change the Pilot cost amount to \$100,000: \$50,000 for Share the Road; and \$50,000 for Share the Path Program.

c. Fund Source: Shift the additional \$50,000 from Personal
Traveling Panning, Rank #4

Commissioner Lundstrom thanked Chair Kinsey because last spring several cities came to him to be heard with emphasis on multiuse pathways. They are very pleased that the TAC responded in regard to share the path and share the road, which are very important. Equally important is to have geographic equity recognized, particularly the east/west corridor in response to concerns from San Anselmo and Fairfax. Last night, the Larkspur Council supported consideration being given to projects in the east/west corridor. Also, in regard to post-planning funding for Alto Tunnel, they are concerned about the amount of money not being at this time. She noted that lessons could be learned from the Cal Park Tunnel in regard to engineering issues, design and construction cost. They must have some track record of building and managing a tunnel including security and management of it, which Larkspur and San Rafael are working on. They urged the Advisory Committee to not prorate and reconsider.

Commissioner Dillon-Knutson feels the east/west corridor is very important and that congestion along that area is very bad. She echoed comments about planning money for Alto Tunnel adding that they do not know how extensive it will be and should work on one tunnel at a time. Safety on paths must be addressed and many worry about sharing paths with bicyclists.

Commissioner Breen acknowledged the work of neighboring communities and is grateful that Larkspur took the position they did. Modifications were made and they acknowledged the importance of the east/west corridor. He believes they are off to a good start. They learned from this process that they should have thought more in terms of the relationship between TAM and the Department of Public Works and how to work together. They were not up to speed, but Public Works staff is working closely with them now and they hope to achieve several projects in the future.

Commissioner Gill supported the idea of *"one tunnel at a time."*

Commissioner Maggiore thanked Larkspur in regard to their letter and said she knows the people of Fairfax would travel by other modes if there was a method that was not so dangerous.

The public input period was opened.

Deb Hubsmith, Marin County Bicycle Coalition, (MCBC), attended all six pilot meetings and thought it was a very good process that was being conducted. There were 250 projects brought forward for consideration totalling \$220 million and less than 10% or \$20 million could be recommended from that list. From the beginning, the Board of Supervisors wanted to see recommendations in a variety of categories including planning. At the last meeting, the Advisory Committee did confirm that it is important to plan for the east/west corridor. The problem is that the bike plans from San Rafael, Fairfax and San Anselmo do not match up in terms of that east/west corridor and the Advisory Committee allocated funds to plan for that corridor. Money is being allocated to get as many people out of their vehicles as is possible. She serves on the Federal Highway Administration Pilot Program Advisory Committee, as does Craig Tackabery, that meets every two weeks. This committee has allowed for planning projects to be invested in and then to be able to project what the mode shift will be. It is important for the Board of Supervisors to program these funds to think long term about how to build up that system. It is important to look, historically, at what types of projects have been funded and what can be funded under existing sources. The Safe Routes to Schools Program (SR2S) money is available for projects from County of Marin, from the State's money and from federal money. There is bicycle transportation account money to do feeder network projects as well. However, there is no money at the State level for planning projects, which is why it is extremely important to invest in those to accomplish

some of these long-term planning projects. The Central Marin Ferry Project is intended to leverage money that has been set aside through the Regional Measure 2 program to build Phase I to get people across Sir Francis Boulevard to the ferry terminal. The Alto Tunnel project was the most highly requested project during the Bicycle and Pedestrian Master Plan process. It is extremely important to move forward with this because the County of Marin has applied for funding for this on five occasions. They are not able to get money because planning does not fit into the guidelines. The study done on the Alto Tunnel was to look inside the tunnel to determine various issues and to also conduct public outreach in the affected neighborhoods. There were resolutions passed by the City of Mill Valley and the Town of Corte Madera in the year 2000 that detailed questions these jurisdictions had about the Alto Tunnel. The Cal Park Hill Tunnel will be constructed during the pilot program process and numbers can be projected for use. There are ways to project future use and build that into the final report for the Alto Tunnel, which is one of the top priority projects MCBC is supporting.

Craig Tackabery, Department of Public Works, appreciated the input from the Ad Hoc Committee. The goal is to promote walking and biking. The committee finished their analysis on Tuesday, adjustments were made, and a report will be developed and provided to the Board.

Commissioner Swanson clarified that the Mill Valley Council, in 2000, supported technical studies to answer questions. That project remains extremely controversial in Mill Valley, and he cautioned everyone in regard to the Alto Tunnel. Commissioner Gill agreed that Corte Madera's resolution was similar. There is a difference between the Cal Park Tunnel and the Alto Tunnel. With respect to the Cal Park Tunnel, there is no alternative. The Alto Tunnel has an alternative along the freeway. This project is not favorable given the cost/benefit ratio.

Commissioner McGlashan asked staff if they could conduct a feasible study of the Alto Tunnel for less money. Director Tackabery believed it would cost a considerable amount of money, as a credible cost estimate is needed.

The public input was closed.

Commissioner Lundstrom noted that criteria for all projects are community acceptance, and there is a question whether the Alto Tunnel has community acceptance.

Chair Kinsey appreciated the work of the Ad Hoc Committee. He believes the process at the County did engage cities and towns. San Anselmo submitted 12 applications, so towns were included and the value of having TAM's Ad Hoc Committee has proved itself already. He thanked the Committee members for their work.

9. Safe Routes to Transit Letter of Support

ED Steinhauser summarized the staff report and recommended that TAM authorize the Executive Director to sign letters of support for candidate projects likely to compete, successfully, for funding under the Regional Safe Routes to Transit Program.

Debra Johnson, Public Works Director/Town of Fairfax, summarized the letter in the Commission's packet requesting support for a grant application, which the Town applied for one year ago. They are seeking \$100,000 for a study of circulation and safety improvements within and surrounding the Fairfax Parkade.

Chair Kinsey asked Ms. Johnson to discuss recent improvements to Center Boulevard. Ms. Johnson responded that they received an environmental transfer and have plans that are 95% complete. They are working on sending Caltrans their full packet next week. They hope to receive approval and go out for bid in May. She further noted that it will cost \$1.1 million for that one section.

Andy Preston, Public Works Director/City of San Rafael, provided a handout for the Commission's consideration. The future Puerto Suello project, through the multiuse path, will terminate at Stevens Place on Mission Avenue. They will cross over four major roads and are concerned about both bicycle and pedestrian safety and propose a major refurbishment of all those intersections. They must outline a multiuse corridor and they propose to relocate traffic signals and have different surface treatments. Also, they propose auto-signal activation at each intersection. The project is about \$1.2 million and there is proposed funding in the Non-Motorized Transportation Pilot Program, so they are seeking \$600,000 for the program.

Commissioner Gill asked about maintenance of the pathways and if there is a provision in the application in that regard. Mr. Preston responded that San Rafael would take complete responsibility of the pathway.

Commissioner Adams noted her support for both requests going forward.

Commissioner Breen supported any request that meets the criteria. He asked staff about the bridge nexus. ED Steinhauser noted that San Rafael's project connects to the regional transit hub at Heatherton, which makes it a candidate. Fairfax has regional bus routes which makes it acceptable as well.

Commissioner Maggiore is excited that Marin is moving forward in this direction. She stated that so much must be repaired and it would be an advantage if a number of people got out of their vehicles and on these paths if available to them. She also noted her support for both requests.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Adams moved and Commissioner Arnold seconded, to authorize the Executive Director to sign letters of support for candidate projects likely to compete successfully for funding under the Regional Safe Routes to Transit Program in regard to Fairfax and San Rafael.

Vice Chair Boro noted that the City of San Rafael Transit Center was to be included as part of the Puerto Suello Hill project, but, due to funding shortfalls, it was not included. He believes a good working partnership exists between the City of San Rafael and TAM, to ensure safe access onto and off of the path. He further sees this as a TAM project within the City of San Rafael.

Motion carried unanimously.

10. Contract Extension for Nolte & Associates

ED Steinhauser summarized the staff report and recommended that TAM approve the transfer of funds from the expired project/program management task of the Nolte contract to the design task in the amount of \$250,000 to fund the additional scope of work required to finalize design work on the corridor and provide design support during construction, particularly the ongoing east soundwall design and

RWQCB mitigation requirements; approve \$10,000 for the transition of staff for Strategies 3 and 4; and extend the Nolte contract time of completion to December 31st, 2008.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Adams moved and Commissioner McGlashan seconded, to approve the transfer of funds from the expired project/program management task of the Nolte contract to the design task in the amount of \$250,000 to fund the additional scope of work required to finalize design work on the corridor and provide design support during construction, particularly the ongoing east soundwall design and RWQCB mitigation requirements; approve \$10,000 for the transition of staff for Strategies 3 and 4; and extend the Nolte contract time of completion to December 31st, 2008. Motion carried unanimously.

11. Adoption of Draft TAM Investment Policy – Continued

12. State Legislative Program Update

ED Steinhauser summarized the staff report and recommended that TAM support staff efforts to carry out TAM's legislative agenda for 2006-07 and provide any additional direction on key support letters or letters of concern to be sent.

Joshua Shaw, a consultant to TAM from Shaw/Yoder highlighted the most recent activity with regard to approximately 3,000 pieces of legislation that have been introduced over the past six weeks. Included in the Commission's agenda packet was an 8-page matrix highlighting transportation bills of interest. Mr. Shaw distributed an updated memo packet that takes 60 bills and organizes them according to TAM's 2007 State Legislative Program. Of the 3,000 bills, about 60 bills have some kind of direct impact that is relevant to TAM's legislative goals. Fifteen bills have to do with allocating the infrastructure bonds; 14 bills had to do with transportation funding; and most of the bills are in the project delivery area.

Gus Khouri, a consultant to TAM from Shaw/Yoder, discussed three specific actions based on TAM's adoption of the legislative program as follows:

1. AB 57 (Soto) - Would delete the sunset date on the SR2S program, which was set to sunset on January 1st, 2008. This program allows state and local entities to secure and expend federal funds for programs related to bicycles and pedestrian safety and traffic calming measures in high-hazard locations. This bill will be heard this coming Monday and there is a support letter accompanied in the agenda for TAM's consideration.
2. SB 717 (Perata) – Transportation Investment Fund - Traffic Congestion Relief Program (TCRP) is set to expire after the 2007-08 fiscal year. It will allow the \$678 million that is currently taken "off the top" prior to the Transportation Investment Fund, which provide 40% for transportation capital improvement projects in the STIP, 40% to cities and counties for streets and roads maintenance and construction purposes, and 20% for programs funded by the PTA; monies would flow accordingly to that formula. More importantly, it allows that formula to be kept in statute. They want to make sure that formula stays in existence.
3. State Budget - Opposition letter to the Governor's budget proposal in regard to \$1.1billion of needs taken from the General Fund and redirected the Public Transportation Account. That would devastate the existing PTA program, which currently directs all funding from all sources to transit needs that already exist.

Mr. Shaw noted that the three bills discussed by Mr. Khouri are the most obvious ones that are clearly 100% consistent with TAM's legislative program and they will work with staff to review the other bills they should be active on.

Commissioner McGlashan asked for confirmation that Shaw/Yoder would bring other bills forward to TAM if a position were needed. Mr. Shaw responded in the affirmative.

Commissioner Fredericks suggested a matrix might be more helpful if it had a column noting opposition/support and so forth to better flag items of importance. Chair Kinsey believed they should track other organizations as well.

Commissioner Lundstrom requested that the Executive Committee review the process, so that this is, indeed, where they spend their energies. She was overwhelmed by the numbers and did not want to scatter their effectiveness on this. She did not know if these were in support or opposition, bad news or good news, and wanted more thought to occur. Chair Kinsey said he believes it is fine to agendize, for the next Executive Committee meeting, a review of their procedure related to legislation. He added that there is a tremendous amount of legislation proposed and that is why TAM attained qualified consultants to keep this agency focused, but agreed to have a discussion at the Executive Committee level to better understand the process.

ED Steinhauser noted that TAM is growing in regard to its role with respect to legislation and asked to hear from its Board about any positions that should be taken or to answer any questions from its commissioners.

Commissioner Dillon-Knutson asked the Executive Committee to consider the possibility of developing a Legislative Committee to review and filter the information. Chair Kinsey agreed to discuss at the next Executive Committee meeting.

Commissioner Adams said she supports the process and appreciates the fact that TAM did not have to read all 3,000 bills in order to determine which are important, but wants to stay ahead of the curve, so when matters change between meetings they have a moment to react.

Chair Kinsey asked about the trade corridor funds that arose from Proposition 1B. Mr. Shaw responded that the trade corridor account is one of the pots of money in Prop. 1B and Southern California is making a bid to take a lot of that money for the Ports of Long Beach and Los Angeles. It is not just port construction, but corridors that are being discussed as well. There is likely to be a legislatively- guided solution.

Chair Kinsey asked about high-speed rail and the general sense in regard to the ballot measure for next year. Mr. Khouri believes it would be pushed, again, due to all issuances of bonds. They do not have the appetite to take on yet another bond. The cost associated has increased. Last year, the administration took funding out of the spillover to keep high-speed rail authority solvent. They are asking for \$100 million this year, and given the fiscal conditions, it is less likely there will be a priority for additional funding.

Commissioner Swanson asked if the trade corridor is subject to the north/south split. Mr. Shaw responded that technically there is no split, that it will be a competitive legislative process.

The public input was opened.

Karen Nygren, Marin resident, believes it would be good for Marin County to make it a priority to support their legislative members.

The public input was closed.

Chair Kinsey indicated that direction was provided and noted that no action is needed tonight.

13. Hwy 101 Update - No report.

14. Open time for items not on the agenda - None

By Order of Chair Kinsey, the TAM meeting adjourned at 8:45 p.m.